

IN THE CLAIMS

Please amend the claims as follows:

Claims 1 – 12 (Canceled)

13. (New) A device for detecting the amount of splash water, to which a brake pad is subjected on a wet roadway, said device comprising a test brake pad, said test brake pad having a hygroscopic friction lining which is able to absorb at least 5% water.
14. (New) The device of claim 13, wherein the friction lining can absorb at least 10% water.
15. (New) The device of claim 13, wherein said friction lining contains at least 15vol.% of a hygroscopic bonding agent.
16. (New) The device of claim 13, wherein said friction lining is free of lubricant and contains no sulphides or graphites.
17. (New) The device of claim 17, wherein said friction lining is free of abrasive agents.
18. (New) The device of claim 17, wherein said friction lining contains no  $\text{Al}_2\text{O}_3$ , no Zr silicate and no SiC.
19. (New) The device of claim 13, wherein said friction lining contains 8vol.% to 12vol.% fibres.
20. (New) The device of claim 19, wherein said friction lining contains 10vol.% fibres.
21. (New) The device of claim 19, wherein said friction lining contains aramid fibres and/or polyacrylonitrile fibres.

22. (New) The device of claim 13, wherein said friction lining contains
- 6vol.% to 14vol.% fibres,
  - 5vol.% to 13vol.% rubber,
  - 13vol.% to 21vol.% bonding agent,
  - 10vol.% to 18vol.% amorphous quartz,
  - 1vol.% to 9.5vol.% mica,
  - 10.5vol.% to 18.5vol.% magnesium-aluminium silicate,
  - 5.5vol.% to 13.5vol.% potassium titanate,
  - 6.5vol.% to 14.5vol.% steel wool, and
  - 6.vol.% to 14vol.% aluminium hydrosilicate.
23. (New) The device of claim 22, wherein said friction lining contains acrylo nitrile-butadiene rubber.
24. (New) A method for determining the amount of splash water, to which a brake pad is subjected on a wet roadway, by means of a device comprising a test brake pad, said test brake pad having a hygroscopic friction lining which is able to absorb at least 5% water, said method comprising:
- a) determining an initial mass of the test barke pad,
  - b) installing the test brake pad into a vehicle,
  - c) subjecting the vehicle to predetermined operating conditions,
  - d) determining the final mass of the test brake pad and
  - e) determining the water absorption of the friction lining from the difference between the initial mass and the final mass.

25. (New) The method of claim 24, wherein the test brake pad is dried before step d).
26. (New) The method of claim 24, wherein steps a) to e) are performed for all the brake pads of a vehicle.
27. (New) The method of claim 24, wherein a threshold value is established for the water absorption and the construction of the vehicles and/or brakes is altered when the water absorption in step e) is greater than the threshold value.